European Union Aviation Safety Agency

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-050

Issued: 16 April 2026

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:
AIRBUS S.A.S.

Type/Model designation(s):
A319, A320 and A321 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2025-0268-E dated 28 November 2025.

ATA 27 – Flight Controls – Elevator Aileron Computer – Replacement

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Manufacturer(s):
Airbus, formerly Airbus Industrie

Applicability:
A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A319-151N, A319-153N, A319-171N, A319-173N, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-252N, A321-253N, A321-251NX, A321-252NX, A321-253NX, A321-271N, A321-272N, A321-271NX and A321-272NX aeroplanes, all serial numbers.

Definitions:
For the purpose of this AD, the following definitions apply:

The AOT: Airbus Alert Operator Transmission (AOT) A27N022-25.

The FOT: Airbus Flight Operations Transmission (FOT) 999.0073/25.

The SB: Airbus Service Bulletin (SB) A320-27-1315, A320-27-1316 or A320-27-1317, as applicable.

Affected ELAC: Elevator aileron computer (ELAC) ELAC B L104 in any of the following configurations:

- Part Number (P/N) 3945129118 (designation: ELAC B L104 data loadable)
- P/N 3945128224 (designation: ELAC B L104 non data loadable)

Serviceable ELAC: ELAC B L103+ in any of the following configurations:

- P/N 3945129117 (designation: ELAC B L103+ data loadable)
- P/N 3945128223 (designation: ELAC B L103+ non data loadable);

or any subsequent ELAC, eligible for installation in accordance with Airbus instructions, that is not an affected ELAC.

Groups:
Group 1 aeroplanes are those that, on 29 November 2025 [the effective date of EASA AD 2025-0268-E], had an affected configuration, as defined in the AOT Revision 02, embodied.
Group 2 aeroplanes are those which are not Group 1 aeroplanes.

CEO aeroplanes: Current Engine Option (CEO), a commercial designation for Airbus A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes.

NEO aeroplanes: New Engine Option (NEO), a commercial designation for Airbus A319-151N, A319-153N, A319-171N, A319-173N, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-251N, A321-252N, A321-253N, A321-251NX, A321-252NX, A321-253NX, A321-271N, A321-272N, A321-271NX and A321-272NX aeroplanes.

Reason:
An Airbus A320 aeroplane experienced an uncommanded and limited pitch down event.
The autopilot remained engaged throughout the event, with a brief and limited loss of altitude, and the rest of the flight was uneventful.
Preliminary technical assessment done by Airbus identified a malfunction of the affected ELAC as possible contributing factor.

This condition, if not corrected, could lead in the worst-case scenario to an uncommanded elevator movement that may result in exceeding the aircraft's structural capability.

To address this potential unsafe condition, Airbus issued the original issue of the AOT, providing instructions to replace the ELAC. Consequently, EASA issued AD 2025-0268-E requiring installation of ELAC B L103+ (defined as "serviceable ELAC" in that AD) and prohibiting installation of a ELAC B L104 (defined as "affected ELAC" in that AD).

Since that AD was issued, Airbus revised the AOT (now at Revision 2) to clarify the affected aeroplane configurations, and issued the SB, providing instructions to replace the affected ELAC with a serviceable one. Furthermore, it was determined that the definition of affected ELAC can be clarified, that other ELAC, other than ELAC B 103+, can be installed as serviceable ELAC.

For the reason described above, this AD retains the requirements of EASA AD 2025-0268-E, which is superseded, updates the definition of affected and serviceable ELAC. This AD also clarifies consequent AFM amendment requirements and provides additional Part(s) installation requirements.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Replacement:

(1) For Group 1 aeroplanes: Before next flight after 29 November 2025 [the effective date of EASA AD 2025-0268-E], replace or modify each affected ELAC with a ELAC B L103+ in accordance with the instructions of the AOT at original issue.

A ferry flight (up to 3 Flight Cycles, non-ETOPS, no passengers) is permitted to position the aeroplane to a location where the replacement or modification can be accomplished.

Part(s) Installation:

(2) For Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (1) of this AD, do not install an affected ELAC on that aeroplane.

(3) For Group 2 aeroplanes: From 29 November 2025 [the effective date of EASA AD 2025-0268-E], do not modify any aeroplane into a Group 1 aeroplane.

(4) For Group 1 aeroplanes: Modification of an aeroplane in accordance with the instructions of the SB, as defined in this AD, constitutes an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane

(5) For Group 1 aeroplanes: Modification of an aeroplane in accordance with Airbus approved instructions to install a serviceable ELAC, as defined in this AD, constitutes an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Note 1: EASA AD 2022-0028 and AD 2018-0007R1 provide further Part(s) Installation requirements.

AFM update:

(6) For Group 1 aeroplanes: Within 7 days after the effective date of this AD, amend the AFM of the aeroplane in accordance with the instructions of the FOT, as applicable, depending on aeroplane configuration.

Ref. Publications:

Airbus AOT A27N022-25 Revision 00 (original issue) dated 28 November 2025, Revision 01 dated 28 November 2025 or Revision 02 dated 29 November 2025.

Airbus FOT 999.0073/25 Revision 00 dated 29 November 2025, Revision 01 dated 30 November 2025 or Revision 02 dated 02 December 2026.

Airbus Service Bulletin A320-27-1315 dated 17 December 2025

Airbus Service Bulletin A320-27-1316 dated 17 December 2025

Airbus Service Bulletin A320-27-1317 dated 17 December 2025

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 30 April 2026.

2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – 1IASA; E-mail: account.airworth-eas@airbus.com .